

## Air Traffic Control Explanation of Changes

### Direct questions through appropriate facility/region staff to the Office of Primary Interest (OPI)

#### **a. 1-2-6. ABBREVIATIONS**

Incorporates the abbreviations NEXRAD, VTABS, and WARP. (ATP-110)

#### **b. 2-1-6. SAFETY ALERT**

By modifying the phraseology to incorporate "traffic alert" followed by the call sign at the beginning of the transmission, studies indicated that pilots were hearing the call sign even if part of the transmission was clipped. Not only would this change enhance safety by ensuring the correct aircraft receives the transmission, it would also prevent confusion amongst controllers by requiring two different methods of issuing traffic alerts. (ATP-120)

#### **c. 2-3-7. AIRCRAFT EQUIPMENT SUFFIX**

**TBL 2-3-3** Editorial change. (ATP-120)

#### **d. 2-6-3. PIREP INFORMATION**

Corrects an error in phraseology from requesting ceilings to requesting cloud conditions. (ATP-320)

#### **e. 3-1-3. USE OF ACTIVE RUNWAYS**

Ground control and local control positions shall verbally state the point and/or intersection of the runway where the crossing of the runway will occur. (ATP-102)

#### **f. 3-9-3. DEPARTURE CONTROL INSTRUCTIONS**

Adds subparagraph to allow transport/cargo aircraft operating in formation flights to change to departure control frequency before takeoff. (ATP-120)

#### **g. 3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES**

Clarifies the application of wake turbulence separation for departures on parallel runways separated by less than 2,500 feet with runway thresholds offset by 500 feet or more. (ATP-120)

#### **h. 3-10-4. INTERSECTING RUNWAY SEPARATION**

Removes references to outdated FAAO 7110.114, Land and Hold Short Operations, and LAHSO Information Management Systems (LIMS). (ATP-120)

#### **i. 4-3-4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES**

Adds note which provides the terminal controller with a method of readily verifying information when it differs from that provided by flight crews. (ATT-230)

#### **j. 4-4-3. DEGREE-DISTANCE ROUTE DEFINITION FOR MILITARY OPERATIONS**

Correct "FL 80" to read "FL 180." (ATP-200)

#### **k. 4-5-7. ALTITUDE INFORMATION**

Adds phraseology to allow the use of the restriction "until" and the use of the term "then" when issuing restricted altitude clearances, as well as deletes the phraseology "past (fix)." Additionally, the term "waypoint" is added to encompass the use of latitude and/or longitude coordinates. (ATP-130)

Also, removes the implication that "Expect" altitudes are used for lost communication procedures. (ATP-110)

#### **l. 5-3-8. TARGET MARKERS**

Requires the retention of data blocks until an aircraft exits the sector or delegated airspace. (ATP-110)

#### **m. 5-3-9. TARGET MARKERS**

Requires the retention of data blocks as long as aircraft is in delegated airspace. (ATP-110)

#### **n. 5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES- HIGH UPDATE RADAR**

Gives the controller and pilot more flexibility with an advisory if the aircraft starts drifting but hasn't met the criteria for a breakout. (ATP-120)

#### **o. 6-6-1. APPLICATION**

Requires controllers to use the term "flight level" rather than the term "altitude" when applicable in providing or requesting certain information from pilots. (ATP-110)

#### **p. 7-5-3. SEPARATION**

Clarifies the correct separation application for SVFR operations. (ATP-120)

#### **q. 8-6-4. WARNING AREAS**

Deletes paragraph. Consolidates Warning Area separation standards into paragraph 9-4-2, Separation Minima. (ATP-200)

#### **r. 9-3-19. OPEN SKIES TREATY AIRCRAFT**

Incorporates a change issued as GENOT 9/12, effective on March 12, 1999. (ATP-200)

**s. 9-4-2. SEPARATION MINIMA**

Consolidates guidance for separation criteria for all SUA including ATCAA's. Incorporates paragraph 8-6-4, Warning Areas. Also, makes some minor editorial changes. (ATP-200)

**t. 9-4-4. AVOIDANCE**

Describes procedures for nonparticipating aircraft to transit active SUA. Clarifies that a prohibited area may be joint-use. Also, changes title of paragraph to Transiting Active SUA/ATCAA. (ATP-200)

**u.** Multiple changes were made updating references to other orders to reflect changes in paragraph numbers/titles. Revision bars were used. (ATA-10)

**v.** Editorial/format changes were made where necessary. Revision bars were not used due to the insignificant nature of the changes. (ATA-10)

**w.** Changes to routing symbols were made reflecting the new changes to the Air Traffic Organization. Revision bars were used. (ATP-1)